APPROVED

MINUTES OF THE MEETING

19 July 2001

Projects Reviewed

Park 90-5 Building
CityDesign Update
Elevated Transportation Company

Convened: 9:30am

Adjourned: 3:00pm

Commissioners Present	Staff Present
Donald Royse	John Rahaim
Ralph Cipriani	Layne Cubell
David Spiker	Brad Gassman
Sharon Sutton	Sally MacGregor
Tory Laughlin Taylor	

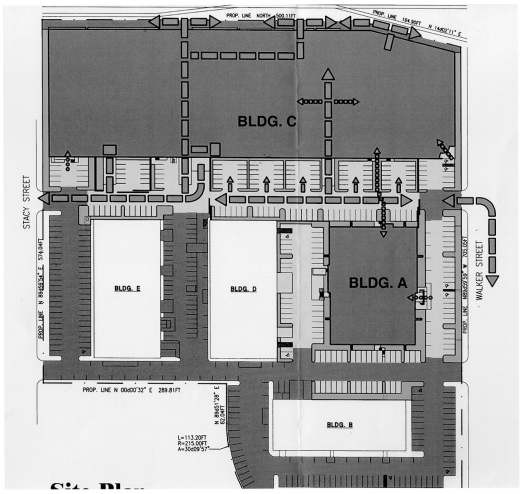
19 July 2001 Project: **Park 90-5 Building**
Phase: Design Development
Previous Review: 3 August 2000 (Conceptual Briefing)
Presenters: Paul Berry, Fleets and Facilities Department
Tony Gale, Fleets and Facilities Department
Mark Jenefsky, DKA
Donald King, DKA
Jay Rood, Susan Black and Associates

Time: 1.25 hours (SDC Ref. # 169 | DC00174)

Action: The Commission appreciates the presentation and would like to make the following comments and recommendations.

- **The Design Commission commends the team for their efforts to integrate the various tenant improvement components, creating a truly unified design;**
- **commends the team for developing the sustainable design components through the building design as well as the landscape design;**
- **encourages the team to thoroughly document the project so it can be used by the public and private development community as a case study and model of sustainability for future projects;**
- **hopes that the sustainable features of the project, the wind turbine or the water reclamation for example, can be shown to the maximum extent possible in the architectural expression of the project;**
- **urges the project proponents to continue to work with the Seattle Arts Commission (SAC) so that the art component is integrated with the design, rather than applied as an additive piece of art;**
- **approves the design development of this project; and**
- **would like to review the further development of the sustainable components and the major interior tenant improvements for this project.**

The design team presented a design development update for Park 90-5. Park 90-5 is a five building complex off Airport Way between Stacy Street and Walker Street. The City of Seattle now owns the property and will redevelop these buildings to house police support functions and other facilities that do not need to be housed downtown. The scope of this project includes the renovation of Building C and the renovation of the first floor of Building A. The team hopes to redevelop these former industrial buildings as a model of sustainability. Three permits will be required to complete this project.



Park 90-5 Site Plan (→)

The large tilt-up concrete warehouse at the west side of the site suffered damage during the Nisqually earthquake in February. While this has delayed the design process, the team believes that the project will be on schedule throughout the long-term. Seismic improvements will be

made in conjunction with the Seattle Police Department (SPD) redevelopment, but these improvements, including the removal and repair of the roof diaphragm in Building C, will be financially separate from the tenant improvements.

The program includes SPD offices, storage, and training facilities. Building C will be a secure building while Building A will have limited public access. The connection between these two buildings will be enhanced to become an outdoor staff area as SPD staff will be moving between these buildings frequently. The interior and exterior parking lots will be secure, with five entrances/ exits, and there will be limited through-access. There will be a fence with two security gates; these will be between seven and eight feet tall. Parking will be separated from the street with a berm.

A significant aspect of the redevelopment includes site planning and landscape design. The existing mature landscape (pine, maple, and sycamore trees) at the site is planted around the perimeter. There is a large paved, truck loading area between Building C and Building A. There is also a ten-foot wide 56° slope around Building A (placing the first floor below the water table); this lawn will be planted with different types of low shrubs and other plantings. The existing sycamore trees have been trimmed to an inappropriate size and shape. These will be replaced or allowed to grow to create a canopy for the outdoor staff area between the two buildings. The existing grade of the site will remain the same, in order to retain the existing drainage system.

Many components of the landscape design, combined with the building design, have allowed the team to pursue a LEED Silver Standard. Up to 25% of the paved area will be converted to a permeable surface. The site was previously a tidal flat and there is a high water table; up to five gallons of water a minute are pumped from the site to a combined sewer. This potable water will be retained in a storage system. This water may be used in the irrigation system, vehicle washing, and toilet flushing. The renovation of Building C includes the incorporation of skylights to bring natural light into the warehouse. The team has also tested the wind at the site; there will be a 120-feet tall wind turbine at the site to produce 6% of the energy that will be used on-site. The existing exterior of the building will remain, but it will be repainted. A canopy will also be placed around the perimeter of the building.

Key Commissioner Comments and Concerns

- Would like to know if the design of the site between Buildings A and C is determined by functional requirements.
    - Proponents stated that functional requirements as well as the drainage system and swales determine the geometry of this portion of the site. Further stated that the need for security ensured by limited access points and the renovation of existing structures has also influenced the design of this space.
- Would like to know about the functions located in the upper floors of Building A and other buildings on the site.
    - Proponents stated that the second and third floors would house Washington State Patrol services and there is a private office on the fourth floor. Further stated that the revenue from these leases funds this project. Other buildings on the site may be developed as City of Seattle Fleets and Facilities maintenance shops.
- Would like to know if the expected water re-use will be sufficient to take advantage of the full amount of water pumped from the site.

- Proponents stated that it would depend on the season. Further stated that the overflow would be sent to the sewer.

- Would like to know if the programming would allow an opportunity to develop a joint training facility to be used by additional departments.
    - Further stated that a site has not yet been chosen for the combined training facility. This facility would require 7-8 acres, and the City of Seattle is looking for sites in Southwest Seattle. Further stated that the training facilities at Park 90-5 would primarily be classrooms and offices. Park 90-5 may also be used at night.
- Commends the team for the incremental beautification of the area along I-5. Hopes this project will encourage sites to the north or the south to improve their landscape to provide some continuity of improvement.
    - Proponents stated that the public would be the most influential voice to encourage these changes.
- Is also encouraged by the project's sustainability improvements. Hopes that this project becomes a case study and model for private projects. Would like to know if the team would be able to meet the requirements for LEED Gold Standard.
    - Proponents stated that the standards that the team has met are very close to the LEED Gold Standard. The team has developed a matrix to document the sustainable design process.
- Would like to know the extent of the required earthquake repair, and whether or not the costs of the renovation make this project economically feasible.
    - Proponents stated that the improvement would create an asset and the facility could not be replaced on another site. Further stated that this is not an essential services facility. The evidence storage areas and lab areas must be conditioned; the value of this building will be greater than a new building.
- Appreciates the visibility of sustainable elements such as the wind turbine. Would like to know if other elements would be visible.
    - Proponents stated that the wayfinding system would display information about sustainability components.
- Would like to know if art has been incorporated into the design.
    - Proponents stated that the project would incorporate a piece of art. Further stated that the team has been working with the Seattle Arts Commission (SAC) since the early stages of the project, and SAC has identified many potential areas for art. SAC, due to a demanding schedule, has not been able to bring an artist to this project and the future art piece would be "added on" to the final design. Further stated that SAC would select an artist in September.
- Recognizes that this site is not public, with high visibility, but believes that the art would be just as important for the staff on-site as it would be for the general public.
- Hopes that the wind turbine or other sustainability components can be a focal point or theme of the public art.
    - Proponents stated that the turbine should not mar the landscape; this is why it is placed behind the building.
- Believes that there could be an artistic interpretation of the turbine at the ground level.
    - Proponents stated that the public should not be allowed to access the wind turbine at

ground level. Further stated that the history of the site (as a slaughterhouse and a coffee roasting plant) as well as the water reclamation provide opportunities for interesting artistic interpretations.

19 July 2001 Project: **CityDesign Update**
Phase: Briefing
Presenter: John Rahaim, CityDesign Director
Attendee: Scott Species, Denny Triangle Neighborhood Association

Time: 1.25 hours

John Rahaim, the CityDesign Director, presented an update of current CityDesign activities and projects.

- Street Vacation Position Paper- CityDesign has been working with the Design Commission to develop a Street Vacation Position Paper. This paper summarizes the importance of the street grid to the urban design quality of the city; many recurring Design Commission concerns could be addressed earlier in the process.
- The Alliance of Commissions was established in 1999 to ensure cooperation and collaboration between the Seattle Design Commission, Seattle Arts Commission, Seattle Planning Commission, and the Landmarks Board. The alliance intends to reduce the amount of obstacles for project development and improve project process and resources. Each commission has a different role and legal mandate.
- The Light Rail Review Panel (LRRP) schedule has been changed, and LRRP hopes to convene a meeting with the Design Commission to address and identify lessons learned throughout this design review process. A transportation retreat could also provide an opportunity to work with the Design Commission to examine upcoming other transportation projects.
- Urban Design Strategy for Center City
  - Open Space Strategy- Mithun, the consultant for the Open Space Strategy, hosted an open house to obtain feedback on work completed to date. Mithun will present a draft report in early August. This draft report will include a long-term vision for the open space system and a ten-year implementation strategy for a portion of the system.
  - Green Streets- CityDesign is currently working with twenty-five developers on conceptual design for nine multi-block sections of Green Streets.
  - Viaduct- John Rahaim is a member of the Viaduct Technical Advisory Committee. The committee has developed criteria for evaluating alternatives in the Environmental Impact Statement (EIS); some of these criteria include urban design issues.
  - South Lake Union- CityDesign may facilitate a workshop with Vulcan Northwest to address the need to improve the public realm of this rapidly changing community.
  - First Hill- There are also many development opportunities in this neighborhood. CityDesign hopes to facilitate a workshop that identifies open space and streetscape standards and improved pedestrian connections under I-5.
- Urban Design Resource Center- A consultant will develop a strategic plan and implementation strategy for this future facility. Currently, the consultant is researching the needs and market assessment for a resource center.
- Design Catalog- CityDesign continues to work on this project and the development of the corresponding website.
- Neighborhood Design Work- Fifth Avenue Northeast and Roosevelt Urban Design work are two projects in which CityDesign is involved to focus on the urban design needs beyond the downtown.

- Developer Forum- CityDesign has established a positive relationship with the development community. The next workshop will be in September or October.
- Street Improvement Manual- CityDesign is developing a scope for a revised manual, which is the primary mechanism for street improvements in the city; they are currently researching other models to determine the potential scope of this project.
- Wayfinding Program- This project was delayed for a short time, but CityDesign continues to develop this project.
- Design Review Board- Due to the recent departure of Patrick Doherty, CityDesign will become more involved with the Design Review Board. The Design Review process may be reviewed and examined, because this event provides an opportunity to revise the system.

Key Commissioner Comments and Concerns

- Would like to know if there will be a second component to the street vacation issue paper.
    - The Director of CityDesign stated that Seattle Transportation (SeaTran) must take the lead in the next phase, which will address the process for vacations; believes that the vacation process must be clearer.
- Hopes that the Viaduct will be addressed in the Open Space Strategy. Hopes that Washington State of Transportation (WSDOT) will think strategically and respond to CityDesign's visions.
    - The Director of CityDesign stated that Viaduct Technical Advisory Committee includes many professionals who are not transportation engineers. Further stated that the City of Seattle must establish specific goals before the Viaduct alternatives are developed. The committee must review three to four alternatives. Further stated that the Environmental Impact Statement (EIS) must be developed to include urban design principles and objectives. The alternatives present many obstacles and these alternatives may take seven to eight years to complete.
- Believes that WSDOT strives to provide a facility with the maximum capacity. Hopes that WSDOT would conduct a technical study to examine the potential implications of a facility that would not meet capacity. Believes that this could be an opportunity to force people to use transportation alternatives.

19 July 2001 Commission Business

ACTION ITEMS	A.	TIMESHEETS
	B.	MINUTES FROM 7 JUNE 2001 AND 21 JUNE 2001-APPROVED
DISCUSSION ITEMS	C.	OUTSIDE COMMITMENT UPDATES
	D.	DESIGN REVIEW UPDATE

19 July 2001 Project: **Elevated Transportation Company (ETC)**
Phase: Briefing
Presenters: Kristina Hill, Vice Chair, Elevated Transportation Company
Eric Schmidt, Cascade Design Collaborative
Attendees: Lyle Bicknell, CityDesign
Jeff Davis, City Budget Office
Bob Griebenow, Berger/ Abam Engineers
Mike Mariano, Technical Director, Elevated Transportation Company
Steve Pierce, Strategic Planning Office
Harold Robertson, Executive Director, Elevated Transportation Company
Darby Watson, Cascade Design Collaborative
Dan Williams, Jones and Jones, Architects and Landscape Architects

Time: 1.5 hours (SDC Ref. # | DC00231)

Action: The Commission appreciates the briefing and looks forward to future presentations. The Commission would like to make the following comments and recommendations.

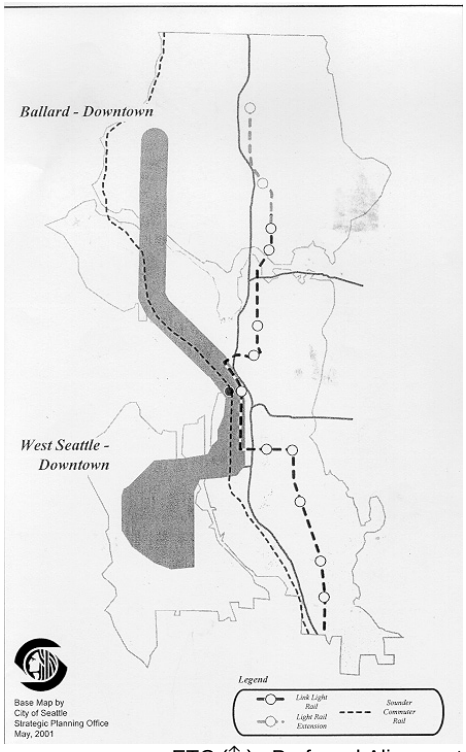
- **The Commission commends the team for the work completed to date and supports the proposed planning and urban design approach that has been developed to meet the project goals;**
- **supports the team's overall approach to public outreach and the intent to inspire discussion and dialogue with the public and encourages the team to use a variety of public meeting formats;**
- **supports the development of design principles to be used as a reference throughout the design process and the public meetings to let the public know that there are many issues to consider and that the team is aware of these issues;**
- **urges the team to present to the public extensive technical information that would quell the myths and misconceptions that are often associated with grade-separated transportation systems;**
- **recommends that the team challenge the science fiction/ amusement park perception of the monorail;**
- **encourages the team to exploit the benefits of panoramas and vistas viewed from the monorail to increase its constituency;**
- **throughout the financial analysis, encourages the team to acknowledge the full cost of all types of transportation, to put the public financing and subsidies of the monorail into context;**
- **recognizes that the scope of the Environmental Impact Statement (EIS) is limited, but supports a broad analysis that compares the monorail system and its impacts, including improved travel times, with other transportation systems in the city;**
- **generally encourages the team to present the monorail within the context of the larger existing and future public transportation system**
- **supports the team's to proposal to build stations, whenever possible, within or connected to existing or proposed structures lessen the impact on the**

street environment by moving it out of the middle of the right-of-way and to minimize costs and encourage greater ridership;

- **urges the team to propose a balance between a consistent architectural character for stations with the need for stations to fit within their context;**
- **encourages the team to explore multiple options to attract riders to the stations, suggesting that car sharing programs would be appropriate at station locations;**
- **supports the investigation of innovative bridge crossings from West Seattle and Ballard to the Seattle city area, perhaps developing the bridge designs as an opportunity to include art; and**
- **encourages the team not to overlook the opportunity to build the monorail within alleys.**

"*Initiative 53, approved by the voters of Seattle on November 7, 2000, requires the Elevated Transportation Company (ETC) to develop the Seattle Popular Transit Plan (SPTP). The purpose of the SPTP is to cause a monorail, serving a wide area of the city, to be built, while ensuring popular control over the plan, basic monorail choices, and options."* This project must adhere to a strict schedule, as the plan should be available for a vote in 2002.

Currently, ETC is developing the potential alignment of the system. The preferred alignment connects West Seattle, downtown, and Ballard. Two consultants have been working on the north and south portions of this alignment. A system serving the four corners of the Seattle area would not be implemented in one phase. However, the initial portion linking West Seattle and Ballard would be the starter line, which could be fed by other types of public transportation. Through this starter line, ETC is hoping to serve corridors that Sound Transit is not addressing. ETC hopes to link neighborhoods to downtown, rather than linking areas within downtown.



ETC (↑) –Preferred Alignment

As the team develops the final Environmental Impact Statement (EIS), they are also working with the community. As the team works to resolve the conceptual design, ETC is identifying locations for fixed facilities and examining technologies available. The team also hopes to identify the details of procurement. There may also be an opportunity to build stations in conjunction with the development of projects. ETC is also working to develop the financial funding plan for this project.

ETC is working with an urban design consultant to develop the route alignment. The urban design consultant is examining the alignment at three level of detail. First, they are examining the potential corridor. Within this corridor, the team will identify the exact route and the streets that the monorail would take. Finally, the team will identify the side of the street on which the alignment should be placed. As the team develops these details of this project, they have studied the neighborhood plans to determine activity zones, employment zones, and other clusters of activities that create public destinations

critical for each neighborhood. While the monorail would not be able to connect to every possible public transportation opportunity, ETC hopes to forecast the layers and types of ridership to develop the maximum possible density.

The urban design team has examined previous ETC corridors and identified many alternatives. Through the different alignments, there are different connections with transportation systems. If the monorail corridor traveled through downtown along Second Avenue, the monorail would be able to connect with the bus tunnel. The urban design team is also hoping to integrate the monorail with the future Viaduct structure.

The urban design team is also studying the physical impacts of the monorail on a typical Seattle street. The team has drawn street sections, depicting the monorail on the side or the middle of the street. As technology has developed, the physical envelope of each corridor could be smaller, through the use of smaller cars and smaller structures (such as those made with steel). Through the use of smaller cars, service may be more frequent. The monorail may also hang from a structure. The team will work with engineers to explore all of the options.

Key Commissioner Comments and Concerns

- Would like to know the potential width of the corridor. Would like to know if the monorail could potentially run through an alley.
    - Proponents stated that a concrete monorail system would be 23 feet from outside face of car to outside face of car. Further stated that the monorail could run within the alley if it were only a single track. Further stated that some alleys are not continuous. The view into the alley from the monorail would not be as pleasant either.
- Commends the team for their approach to this project. Believes that an urban design focus is appropriate. Is concerned that public support would diminish as the team begins to address station locations. Commends the team for the level of public outreach planned for this project, and hopes that the team is aggressive in their attempt to quell common myths and misconceptions about monorail systems. For example, believes that the team should present technical comparative information, such as a study showing the decibels of I-5 and the Viaduct with the decibels levels of current monorail technology.
- Believes that a common myth concerns the subsidies of public transportation, and the misconception that driving is free and does not involve subsidies. Has studied the financial implications for many years and believes that there are many costs (environmentally, socially, and traffic-wise) incurred by the public through the use of private vehicles. Encourages the team to identify and put into perspective the full cost of transportation for regional residents. Hopes that the public will realize that the cost of the alternative to public transportation, driving, exceeds the subsidy of the monorail.
- Would like the team to explain the potential vertical and horizontal connections. Would like the team to explain the transit connections outside of the downtown area.
    - Proponents stated that they have not yet begun to illustrate the station areas, but the stations would probably be approximately 25 to 30 feet above ground. At some station locations, when there are long stretches of track, the monorail may be able to meet grade. The stations may also be built within a mixed-use building. The access, the elevator and escalator, would depend on the projected ridership. Further stated that this system would have to cross multiple water bodies; there will be many opportunities to pursue different engineering technologies to carry the structure of the monorail across water.

- Would like to know if the EIS would include information regarding this transportation system and the relief provided for other transportation systems.
    - Proponents stated that the EIS would not examine all types of transportation. Further stated that some bus riders may chose to take the monorail instead of the bus. Further stated that this system should attract some new public transportation users. The ridership models are based on a comparison of travel times for certain people in certain areas.
- Would like the team to explain the desired, ideal public involvement. Would like to know what the team is seeking in the public meeting.
    - Proponents stated that ETC does not want to present the project in the front of the room and then allow a short public comment session. The team would like to host a public meeting that is similar to a charrette, using neighborhood plans and maps, meeting with groups of people directly to better understand their issues and concerns. The team is currently develop a means by which to record comments. The team has identified some concerns, but has not yet directly answered these concerns.
- Encourages the team to include children in these community meetings, as they will be the future uses of this system.
- Believes that monorails typically have a "World's Fair" or cartoon quality. Would like to know what the team is doing to move beyond that misconception.
- Suggests that there are many examples throughout the world of monorail systems that have been used outside of Disney World. Believes that these case studies could provide a variety of examples of the visual impacts of a monorail system.
    - Proponents stated that they are focusing on the reasons why people would ride the monorail. Further stated that the team is examining new technology for their design potential rather than the creation of a fun ride. Further stated that the team's identification of activity centers and the need for reliable trip times also addresses the realistic need for the monorail.
- Believes that monorail technology and its implications are not actually completely new. Believes that there are many potential user groups. Encourages the team to identify all of the potential user groups and identify what types of experience these users would have.
- Believes that a common concern is that the monorail would be seen as a single line, rather than part of a larger transportation system. Feels that the team should develop design principles that can be used to test the project design as the project develops. Recognizes that, throughout the Light Rail Review process, there was debate whether the station should fit within its context or adhere to a common design throughout the entire monorail system.
    - Proponents stated that the stations might be built in conjunction with another structure, a parking structure or a grocery store, for example.
- Agrees that the science fiction qualities could be reduced if the station is integrated with the existing structure. Hopes that the system develops to move people throughout the city, rather than simply bringing commuters to the city.
- Believes that the ease in access to the stations should be another important concern when the team works to improve ridership potential.

- Would like to know if ETC would offer incentives to developers in cases in which they might provide stations within their development.
    - Proponents stated that the incentives would be the riders themselves. Potential developers in the private sector would be looking for consumers and employers.
- Agrees that it is important to inform people that this is a part of a full system. Feels that some people believe that the monorail is competing to be *the* transportation system. Hopes that the team will explain to people that even though the monorail would not serve their particular neighborhood, the monorail should still be part of a larger system that they can use.
    - Proponents stated that ETC is obligated, through Initiative 53, to examine how the system would serve the full city of Seattle.
- Believes that the area served by a station could be increased if the stations incorporate accommodations for a car-sharing program, such as Flexcar™. Feels that many people do not choose to use public transportation because they do not have a means to get around once they are in a residential neighborhood. Believes that a car-sharing program would increase ridership.
- Agrees that this scenario would be better than a park and ride system. Reminds ETC that there is a increased discouragement of auto-oriented uses around stations.
    - Proponents agreed that parking areas in stations should be taken into consideration. Further stated that ETC has been encouraged to address the needs of those outside of the central Seattle area in order to discourage drivers from bringing their cars downtown.